



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Timothy Hillis

David Mendoza

Mike Sheehan

Rob Smith

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** September 17, 2013 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Linda Anderson, Bari Bookout, Katherine Casseday, Mike Sheehan

**Guests Present:** Barbara Ivanov (WSDOT), Dan Graynski (Fehr and Peers), Thomas Noyes, (WSDOT), Christine Wolf (Port of Seattle), Don Brubeck (West Seattle Bike Connections), Erin Berg (IBM-Sammamish)

**City Staff Present:** Mary Rutherford, Tracy Krawczyk, Adiam Emery, Michael James, Kevin O'Neill, Tony Mazzella, Sara Zora, Ron Borowski, Art Brochet, Carter Danne, Ruth Harper (all SDOT), Kristian Kofoed (DPD)

### 1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

### 2. Public Comment

Don Brubeck of West Seattle Bike Connections asked SDOT staff to show a short video about the Bike/Truck Safety Event. The video can be accessed here:

<http://link.videoplatform.limelight.com/media/?channelId=2b9b55231bba4918bb377d2837b2f3b1&channelListId&deepLink=true&height=321&mediaId=2b548298ffd548ee9360cad377ea054d&playerForm=Player&width=480>.

### 3. Approval of minutes

August minutes were not yet complete and therefore could not be considered.

### 4. Chair's Report and Announcements

There were no announcements.

### 5. Review of Draft Scoping Comments for Waterfront EIS

Katherine Casseday had previously sent a copy of draft scoping comments for the Waterfront EIS to all the Board members. She and Bari Bookout had since reviewed it again, and corrected a few typos. They asked the Board to approve the letter. It can now be found here: <http://www.seattle.gov/sfab/minutes.htm>.

### 6. WSDOT Freight Plan

Barb Ivanov, Freight Systems Division Director at WSDOT introduced the freight plan, which is still in draft form. It is expected to be released in early 2014, with a 60-day comment period to follow.

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Freight is vital to our state economy; it provides 1.5 million jobs in retail supply, manufacturing, construction and agriculture. It supports the deep water ports on the west side of the state. The goal of the freight plan is to help develop and prioritize strategies that support and enhance trade and sustainable economic growth. The freight plan will meet federal MAP-21 guidance. The objectives are to support: urban goods movement systems, Washington's position as a Global Gateway, and rural economies. The freight plan also has six key new deliverables:

1. Identifies freight economic corridors (trunk and feeder systems/first and last mile)
2. Integrates multimodal plans (rail, road, waterways)
3. Sets measurable quantifiable performance goals (delay and reliability)
4. Analyzes economic impacts of truck freight improvements on highways.
5. Looks at performance gaps and needs (includes bottlenecks)
6. Includes new process to involve Tribal, MPOs, RTPOs, port and state freight strategies.

The full presentation can be found at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Questions and comments from the Board included:

- Is the State interested in supporting the need to work with the Army Corps of Engineers to authorize waterways to new depths as required by new ships? A: Yes, but still within Federal depths. The State is interested in learning more.
- New facilities are built, but then there is not a lot of preservation. A: Federal money (MAP-21) may be able to match when projects are in the State plan.
- Why are states so bad at preservation? A: Gas tax revenue has been declining because modern vehicles get better gas mileage. There aren't enough federal and state funds available to fully fund maintenance and preservation of the current (transportation) system. And the past two state transportation packages focused on improvement projects, not preservation.

Barb noted that the City of Seattle's projects should be in PSRC's planning documents.

## **7. Next Generation Intelligent Transportation System (ITS)**

Adiam Emery of SDOT led this presentation to the Board. ITS is a cost effective way to reduce congestion. Seattle has limited east-west connections and 75% of the streets are residential. ITS uses technology to make roadways smarter. Incident management, automated operations, and real-time information all help, in effect, by using technology to add capacity and efficiency. ITS will be used to help during all of the major construction projects in the next 5-10 years.

In the CBD, we can introduce travel time to help people make decisions. Outside the CBD, SDOT focuses on truck routes, adding cameras, sensors and dynamic signs. SDOT is also working on creating a “Truck Traveler Information System”.

The full presentation can be found at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Questions and comments from the Board included:

- You can’t use a smart phone in a truck—audible announcements would be useful.
- Can we look at historical traffic on a map? A: We are working towards having that type of information.
- Can we have a voice activated system, where drivers could ask for information, perhaps on one channel? A: Perhaps a developer could create some type of app for this.

## **8. Freight Planning**

Tony Mazzella and Sara Zora of SDOT led this discussion. There are really two current freight planning projects: the Industrial Areas Freight Access Project (FAP), focusing mostly on the two industrial areas, and the Freight Master Plan (FMP).

The FAP will focus on the Ballard and Duwamish Industrial Areas. It is project-oriented—the goal is to come up with a list of capital projects and operational improvements that can be implemented in a relatively short time-frame. It will help inform the FMP, and tee up policy questions for the FMP. SDOT considers Freight Board members as primary stakeholders of the FAP, and needs input from the Freight Board. As a next step, SDOT would like to hold a workshop with the Freight Board to help identify bottlenecks, problems and suggest solutions.

The FMP is a modal plan, similar to the Pedestrian, Bicycle and Transit plans, and it is Citywide. Sara Zora detailed the typical elements in a modal plan. The FMP will update the major truck streets, as well as look at other arterials to upgrade. It will include strategies and actions to improve freight mobility. It will also recommend projects as informed by the FAP.

The full presentation can be found at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Sara asked if the Board has any particular input to give at this time to the scope of the FMP? The Board responded:

- The design characteristics for trucks should be updated.
- Resiliency is a good measure to consider.
- Traditional AM/PM peaks are not enough—freight delivery happens all day.
- Parking downtown must be considered.
- Integrate and prioritize different modes...where does freight get priority?
- Can BAT lanes work for freight?

- Freight is a necessity in the City's future and this must not be forgotten.
- Freight truck-miles cannot continue to diminish.

#### **9. 2013 Capital Projects Update**

Art Brochet of SDOT/Capital Projects and Roadways Division gave a quick update about projects that get implemented after all the planning is finished. His list was distributed at the meeting and can also be found here:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

He asked Freight Board members to help prioritize these projects, and that he would return to future meetings.

#### **10. Adjournment**

The meeting adjourned at 11:30 am.